

CHAPTER 4

CIP PROGRAM DESCRIPTIONS

This chapter provides a brief description and status of capital investment programs in the mission analysis phase (those with a signed mission need statement), investment analysis phase, or solution implementation phase of the life cycle and ongoing F&E level-of-effort programs. Summaries of new mission needs expected to require funding are also included.

Overview of CIP Programs

CIP programs support the FAA's air traffic management and regulatory missions relating to the safety, security, support, and NAS modernization. These programs are presented by the following NAS functional areas: automation, communications, facilities and associated systems, mission support, navigation and landing, surveillance, and weather:

- *Automation:* Subsystems that provide assistance to service providers (for example, air traffic controllers or FAA inspectors) to satisfy airspace user needs for service, including accommodation of increasing demand, desire for user-preferred routes and altitudes, and delivery of improved weather services or to satisfy a desire for enhanced safety or security information.
- *Communications:* Subsystems that provide the capability for air/ground and ground/ground voice and data communications and the interfacility communication of such information as aircraft surveillance data.
- *Facilities and Associated Systems:* Driveways, roads, grounds, and staffed or unstaffed buildings that are owned, leased, or maintained by the FAA. The term "building" applies to an individual structure and to any enclosed, attached supporting utility systems, such as electrical power-conditioning and distribution systems and heating, ventilation, and air-conditioning (HVAC) equipment. Other related items (such as security systems, environmental compliance programs, and automated systems used to support the construction of facilities) are also included in this category.
- *Mission Support:* Subsystems or programs that ensure high-quality service and provide continued development and operation of the various system elements through engineering, training, logistics, analysis, planning, integration, transition, monitoring, control, maintenance, securing, and testing

of hardware and software components. Programs supporting development and integration of other system components are included in this area (for example, procedures development). Also, small or short-term projects may be included, regardless of subject matter.

- *Navigation and Landing:* Subsystems that provide pilots with accurate knowledge of their aircraft position so that they can properly navigate the aircraft in all weather conditions.
- *Surveillance:* Subsystems that provide positional data of aircraft in U.S. airspace, on the airport surface, and over the ocean.
- *Weather:* Subsystems that provide both pilot and controller with the meteorological information necessary to ensure safe and efficient aircraft and system operation. This includes knowledge of weather phenomena, such as severe weather, windshear, clear air turbulence, microbursts, wake vortex, winds aloft, precipitation, and icing.

Each CIP program is identified by a three-digit number and consists of one or more CIP projects. Therefore, one CIP program may be associated with several acquisition program baselines (APB). Some CIP projects are subdivided into subprojects or segments. Programs/projects are included in the CIP according to the following guidelines:

- F&E projects in progress and new projects intended to begin in the budget year are included in the current plan.
- Programs that completed the solution implementation phase since the previous CIP are included in the current plan, but will be deleted from subsequent plans.
- Delayed or deferred programs/projects will remain in the CIP until they have completed the solution implementation phase or unless they are removed by the sponsor or JRC.
- Projects that have been canceled, terminated, or withdrawn by the sponsors or the JRC are generally deleted from the plan. Deleting programs/projects from the CIP requires the *sponsor* to submit a baseline management notice (BMN) through the integrated baseline establishment and management (I-BEAM) process.

